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PHOTOGRAPHIC INTERPRETATION REPORT

Declass Review By NIMA/DOD



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**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
6-12 OCTOBER 1966**

NPIC/R-356/66

OCTOBER 1966

SUMMARY NO 23

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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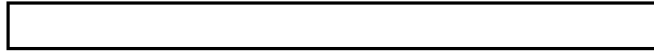
Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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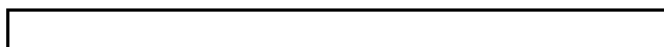
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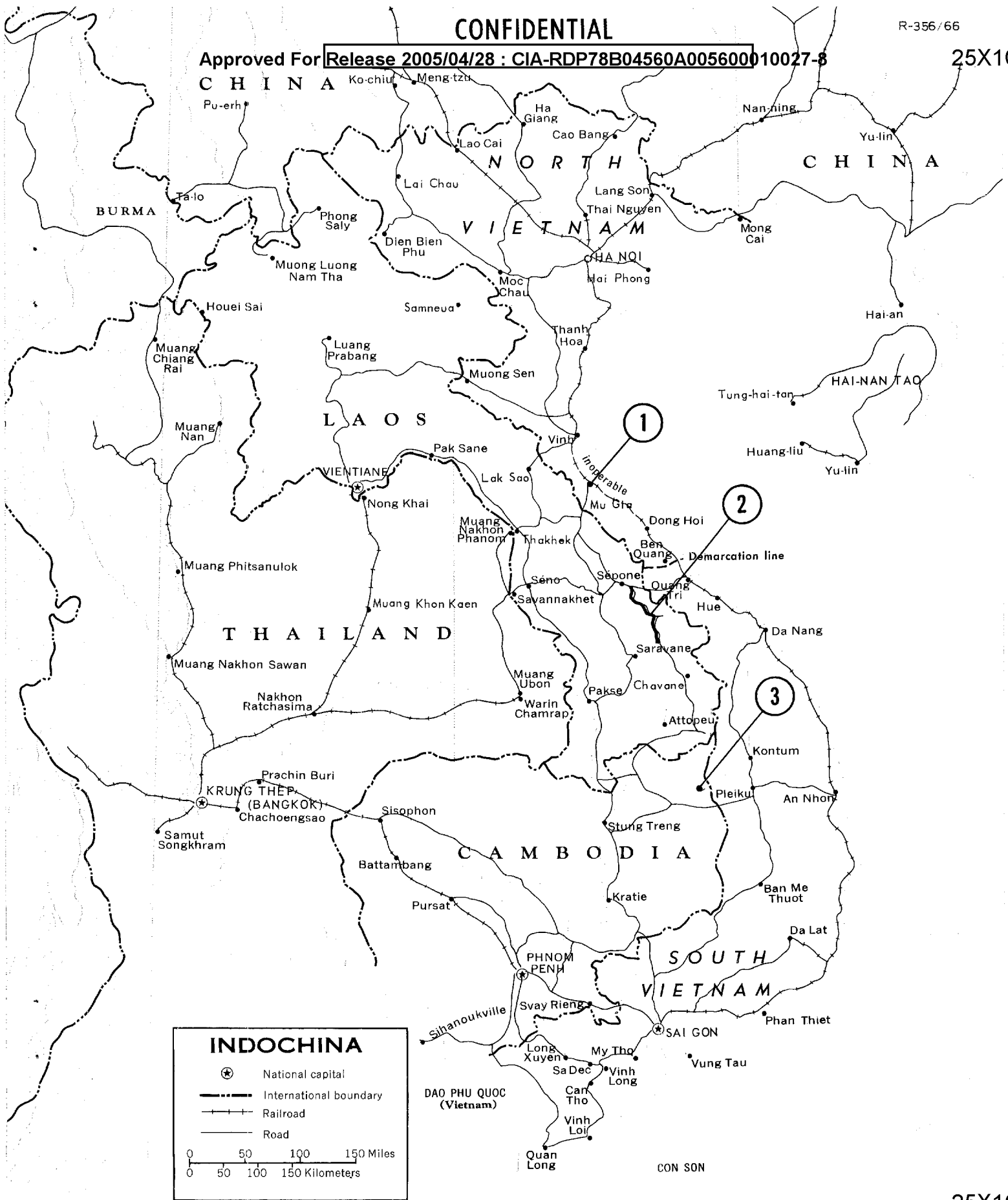


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NAMES AND BOUNDARY REPRESENTATION
ARE NOT NECESSARILY AUTHORITY

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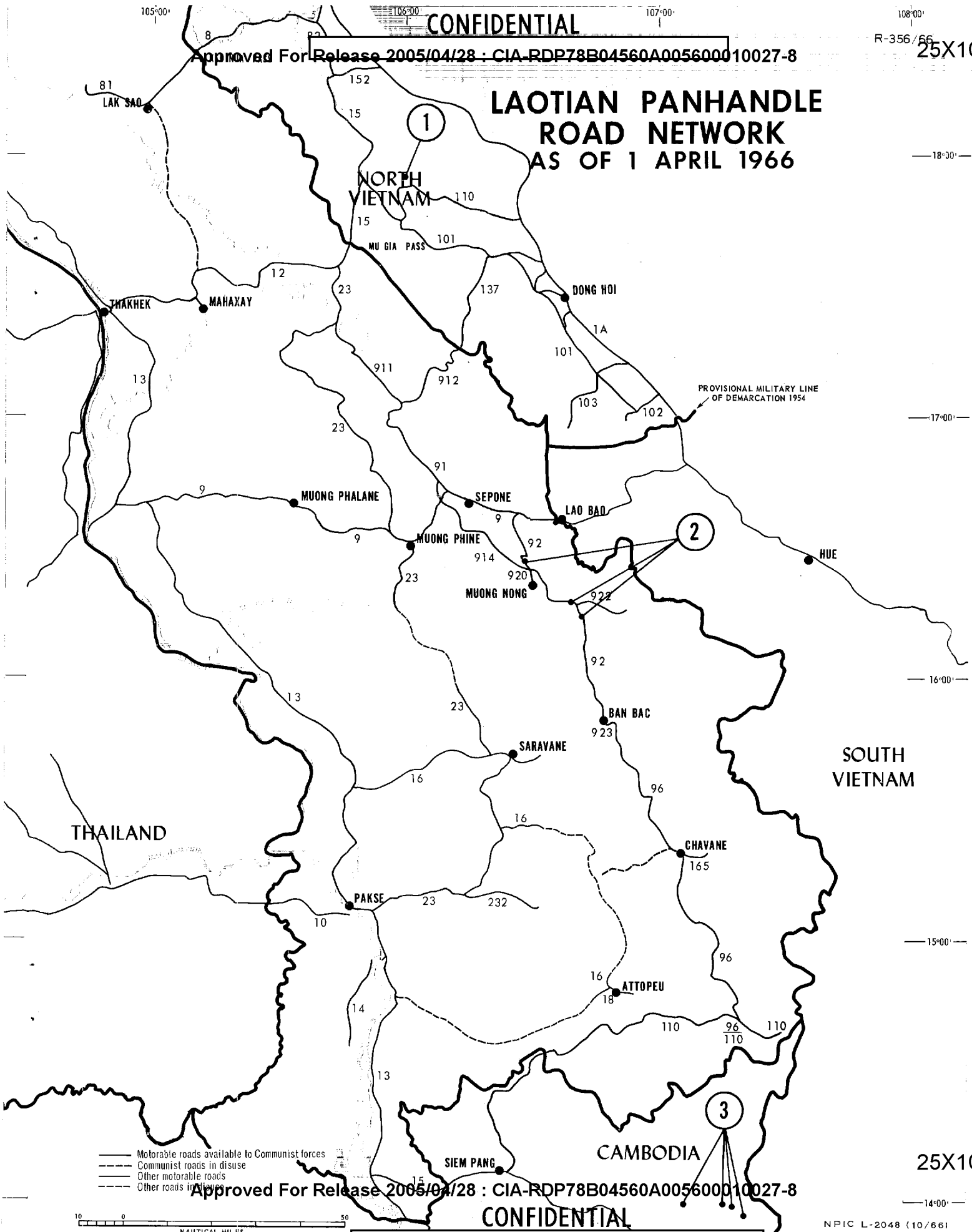
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LAOTIAN PANHANDLE ROAD NETWORK AS OF 1 APRIL 1966




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1. Activity on the Vinh/Dong Hoi Rail Line, North Vietnam

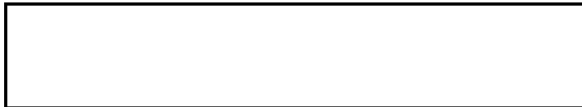
A turning wye is located at 17-54N 106-00E (UTM XE063807) on the Vinh/Dong Hoi Rail Line, 0.2 nm northwest of the destroyed Thuong Phong Trang Railroad Bridge over the Rao Nay  at 17-54N 106-00E. Railroad track, possibly smaller than meter gauge, extends southwest from the wye to a cable tramway under construction over the Rao Nay at UTM XE061805. The tramway crossing consists of a single cable anchorage on the northeast bank of the river and two anchorages on the southwest bank. Heavy track activity extends south-southwest from the vicinity of the tramways adjacent to the Thuong Phong Trang bridge at UTM XE063803 and junctions with Route 110 at UTM XE075773.

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The railroad bridge at 17-53N 106-01E (UTM XE078786), previously reported serviceable, is now rendered unserviceable by the removal of the decking (Figure 1). Five A-frame cable supports and two cables are observed. It is possible that the decking is removed and replaced when necessary in an attempt to avoid destruction by air strikes.

The present railhead of the Vinh/Dong Hoi Rail Line is located at 17-52N 106-01E (UTM XE090770), 0.6 nm southeast of the previously reported terminus.

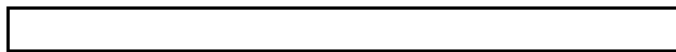
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NPIC Cable Cites 8140, DTG 180235Z, Jul 66; 8232, DTG 242353Z, Aug 66; 8444, DTG 122139Z, Sep 66; 8615, DTG 290039Z, Sep 66; 8649, DTG 040108Z, Oct 66

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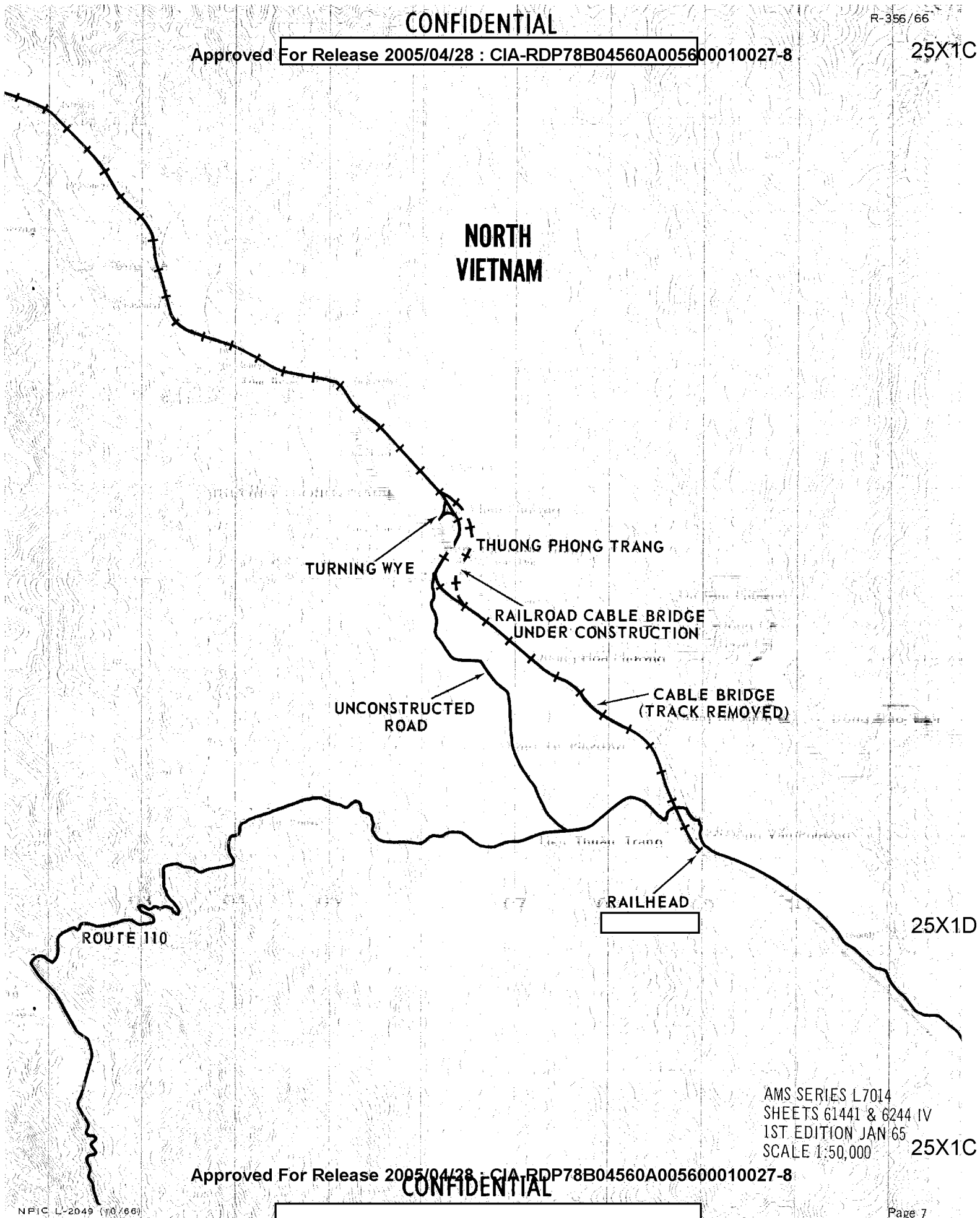


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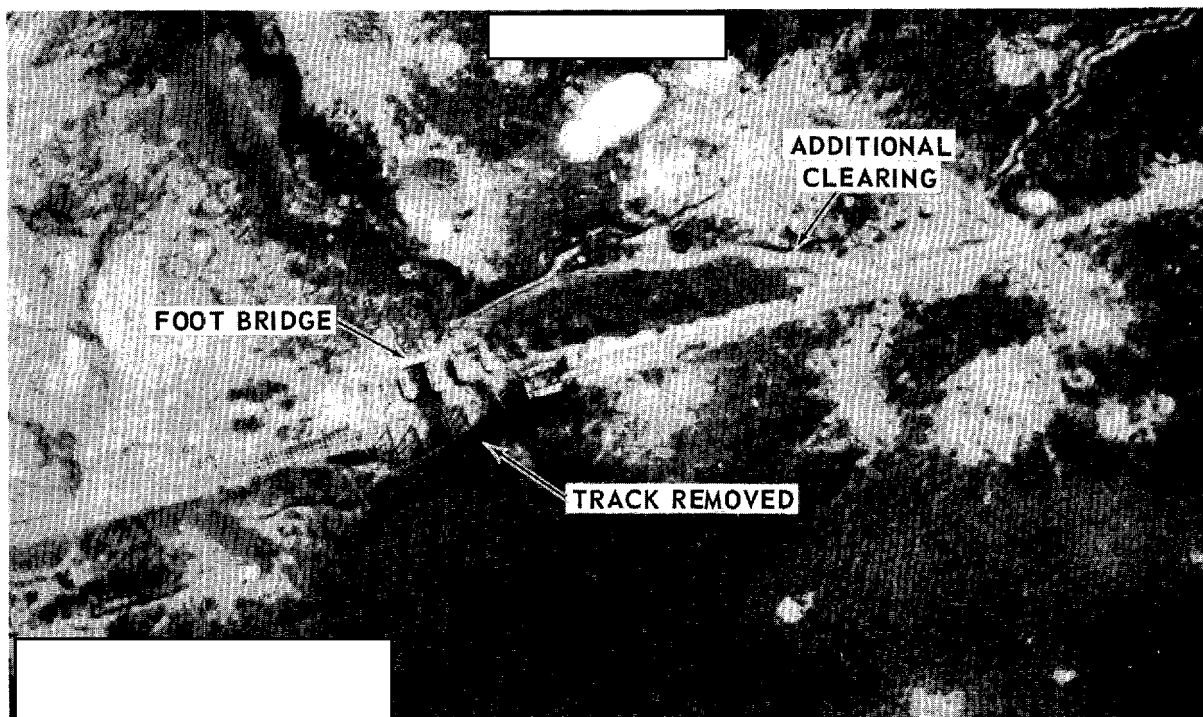
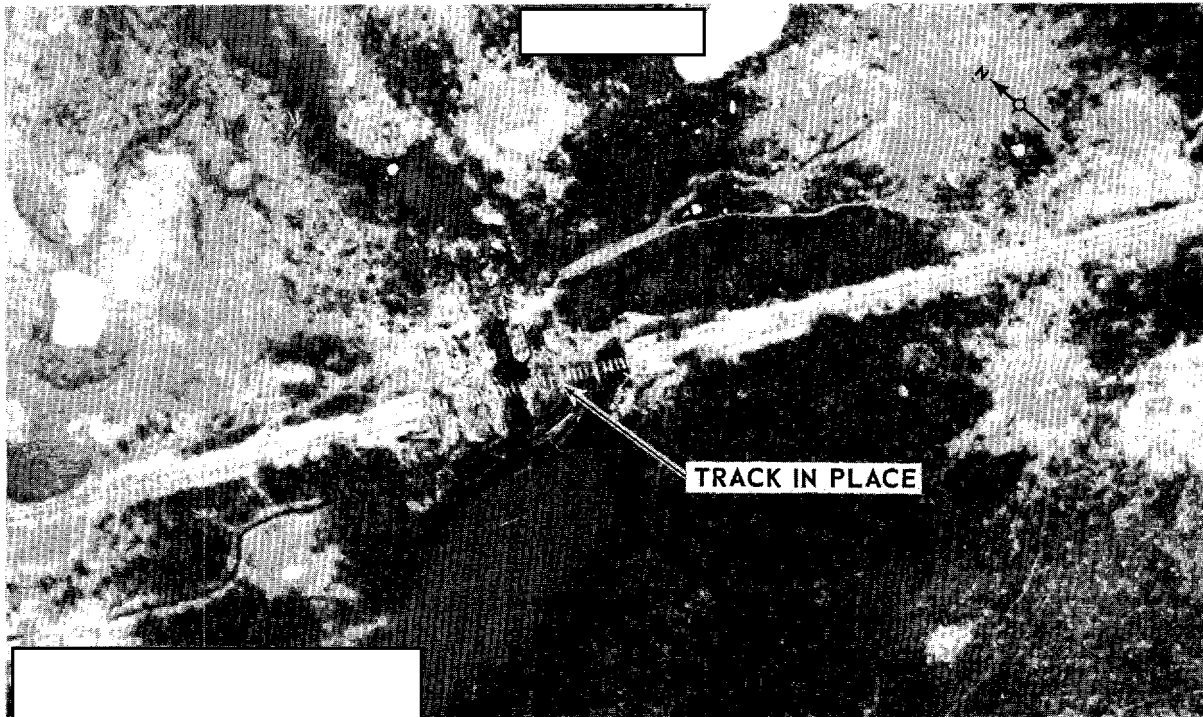


FIGURE 1. RAILROAD CABLE BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

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2. Road Conditions, Route 92, Laos

A major portion of Route 92 -- the critical central section of the Communist road network in the Laotian Panhandle -- has remained generally unserviceable and/or in a state of disuse for at least five months. Interdictions at UTM XD592190, located 0.5 nm north of the Route 914 junction, have not been by-passed or repaired since they were first observed on photography of [REDACTED] (Summary 9, photograph for Item 1). Additional interdictions at UTM XD592189 (Figure 2) and UTM XD731029 also render the road unserviceable at these points. South of the Route 922 junction, the ford across the Se La Mang (river) at UTM XC800960 is in disuse (Figure 3). Routes 92 and 924 (previously designated Alternate Route 92) remain unserviceable at UTM XC901538 and XC888523, respectively, due to landslides. There has been no attempt to repair these segments since they were first observed on photography of [REDACTED] (Summary 6, Item 4).

[REDACTED]

NPIC Cable Cite 8648, DTG 040033Z, Oct 66

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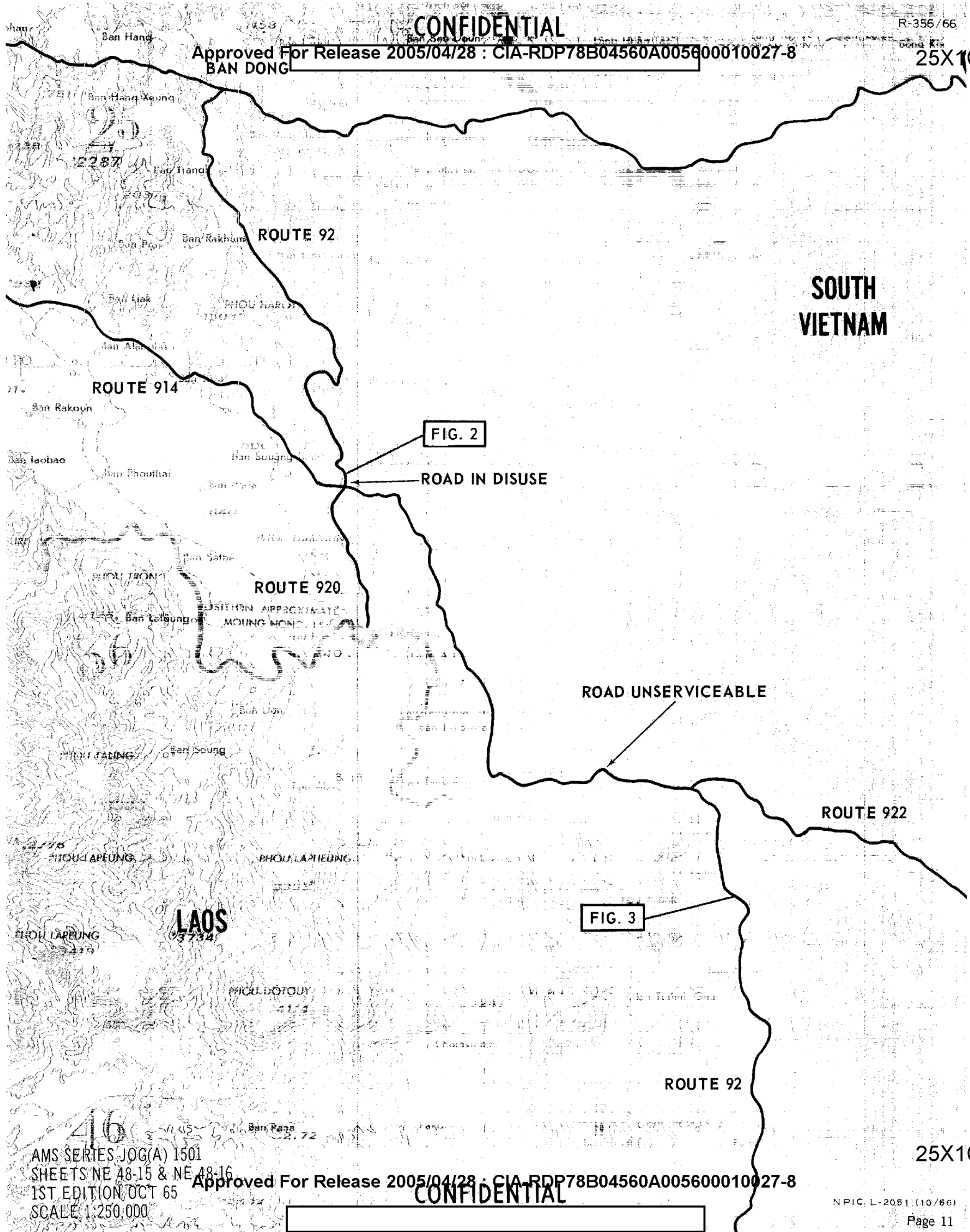
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AMS SERIES JOG(A) 1501
SHEETS NE 48-15 & NE 48-16
1ST EDITION OCT 65
SCALE 1:250,000

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FIGURE 2. ROAD CONDITIONS, ROUTE 92, LAOS

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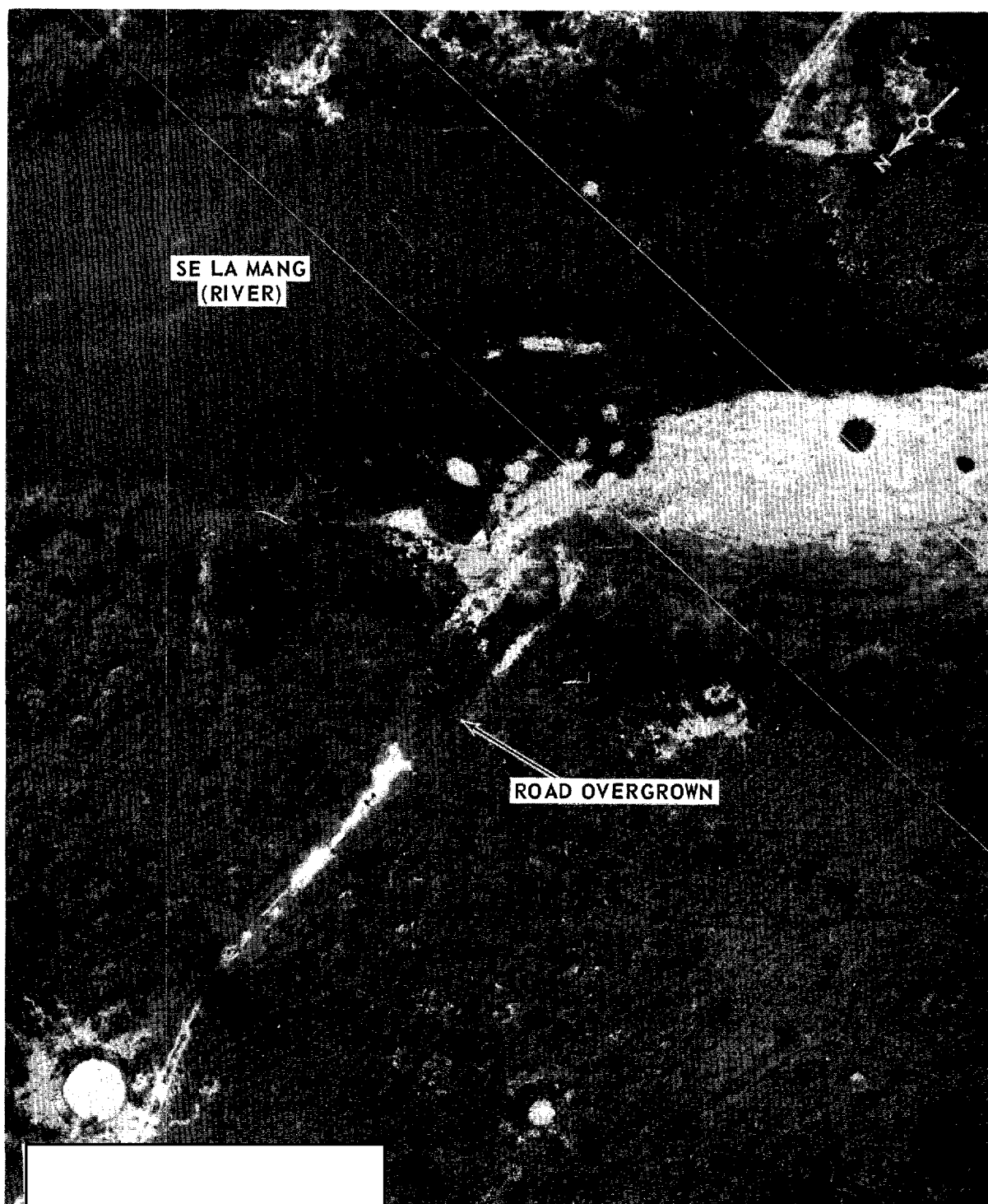


FIGURE 3. ROAD CONDITIONS, ROUTE 92, LAOS

NPIC L-2053 (10/66)

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3. Suspect Insurgent Activity, Cambodia/South Vietnam Border Area

Five suspect insurgent facilities have been observed near the Tonle San (river) in northeastern Cambodia, near the Cambodia/South Vietnam border. The facilities, located from 13-59N 107-06E to 14-56N 107-21E, contain a total of 51 discernible buildings, partially concealed in heavily wooded areas, and extensive trails and scarring activity.

The location and discernible composition of each facility are as follows:

1. Suspect insurgent camp, UTM YA255483, 14 buildings (13 shown on Figure 4)
2. Suspect insurgent camp, UTM YA277466, 13 buildings (11 shown on Figure 5)
3. Suspect storage area, UTM YA428488, 12 buildings (8 shown on Figure 6)
4. Suspect liaison station, UTM YA463480, 2 buildings
5. Suspect liaison station in a partially abandoned village, UTM YA540415, 14 buildings including 4 deteriorated buildings (Figure 7)

A Cambodian military facility has been constructed on the north bank of the Tonle San at UTM YA295563. Two large barracks-type buildings are within a fence-secured area and six buildings are immediately southwest. A probably motorized river craft was observed on the Tonle San at UTM YA312571.

NPIC Briefing Board L-2061

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**CAMBODIAN
MILITARY FACILITY**

SUSPECT LIAISON STATION

SUSPECT INSURGENT CAMPS
(FIGS. 4, 5)

CAMBODIA

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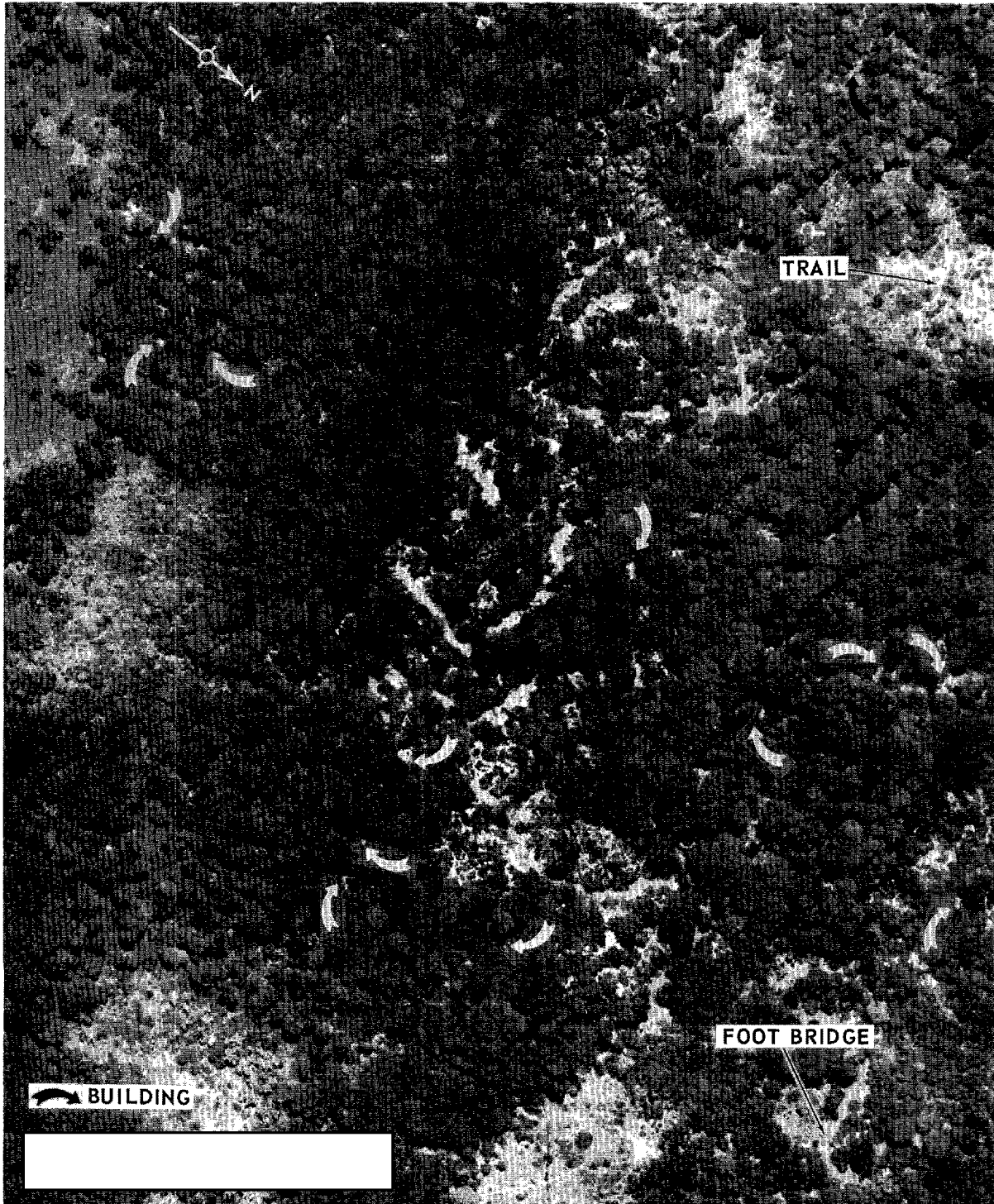


FIGURE 4. SUSPECT INSURGENT CAMP, CAMBODIA/SOUTH VIETNAM BORDER AREA

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NPIC L-2056 (10/66)
FIGURE 5. SUSPECT INSURGENT CAMP, CAMBODIA/SOUTH VIETNAM BORDER AREA

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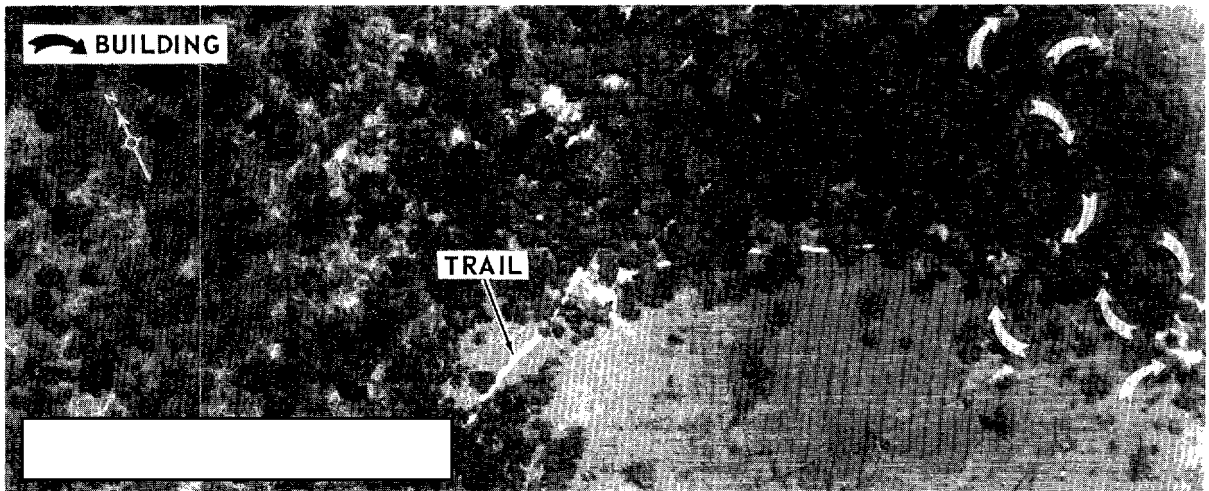


FIGURE 6. SUSPECT STORAGE AREA, CAMBODIA/SOUTH VIETNAM BORDER AREA

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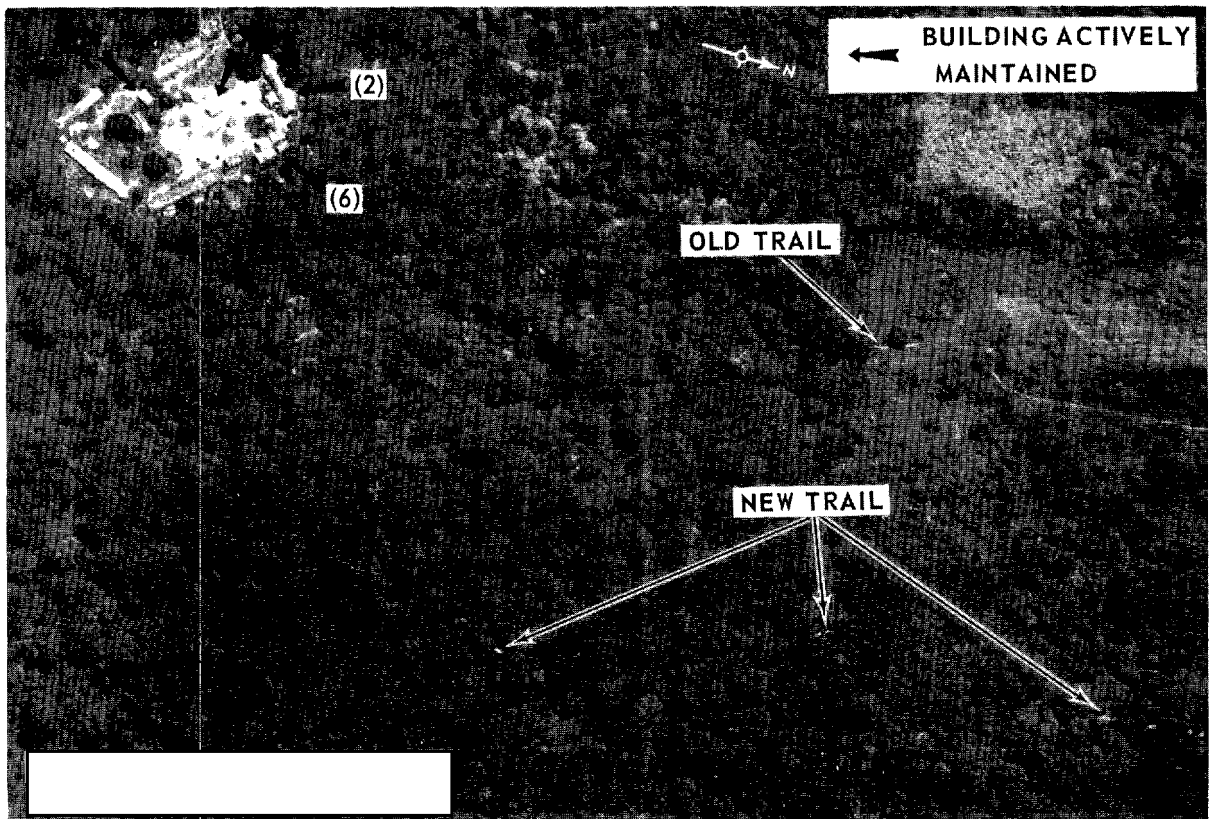


FIGURE 7. PARTIALLY ABANDONED VILLAGE, CAMBODIA/SOUTH VIETNAM BORDER AREA

NPIC L-2058 (10/66)

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